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Oil Investors' Journal

THE TRUTH AND NOTHING BUT THE TRUTH CONCERNING THE BEAUMONT FIELD AND OTHER SOUTHWESTERN OIL FIELDS.

Single Copies 5c.

VOL. 1. SEMI-MONTHLY | BEAUMONT, TEXAS, U. S. A., SATURDAY, NOVEMBER 1, 1902. | NO. 12 ONE DOLLAR A YEAR

ANOTHER FINE JENNINGS WELL

Jennings No. 3, drilled by the Heywood Bros. & Dobbins Well company, is in and gushes without the aid of artificial means, air or pump.

This well is the property of the Jennings Oil Company and had been expected in for several days.

Scott Heywood has been in Jennings for more than a week, putting the finishing touches on the well, which is one of the best yet drilled in the field.

The gas pressure caused the well to gush over the derrick several times while bailing was in progress, a solid stream being sustained while allowed to gush. A continued flow is not permitted, however, for as Mr. Heywood puts it, "The spectacular features are secondary with oil in the neighborhood of 40 or 50 cents, for the Jennings."

A strainer has been introduced to keep back the fine sand which is a feature of the Jennings field—a feature troublesome and hard to control.

The well is cleaning itself, but not with the rapidity that would follow its being opened up and allowed to flow unrestrained, as were Spindle Top's first wells. The new gusher is being handled on purely a business basis. It is thought the well will not continue to gush steadily and preparations are in progress to put in a packer and reduce the size of the upper part of the casing. This will not increase the well's capacity, but will steady and strengthen its flow.

The well makes an excellent showing and will materially increase the output of the field which has now become a much counted on factor in oil production.

H. C. Speer of Chicago, president of the Henry Oil company and the Old Colony Oil company of the Northern fields, has spent considerable time recently at Beaumont and Port Arthur.

A LIFE-SAVING DECISION.

Giving Renewed Hope to the Smaller Oil Companies Burdened With Cheap Oil Contracts.

A decision of vast import to a large number of the companies operating in the Beaumont field, was rendered by Judge Martin of the District Court on last Saturday, October 25, in the case of the Texas Fuel Company vs. the Independence Oil Company.

The contract as a result of which the suit was brought, was entered into during February of this year, and it was therein agreed by the Independence Oil Company to furnish the Texas Fuel Company 20,000 barrels of oil per month, at a price of three cents per barrel. Shortly thereafter a supplement was made to the contract, changing the amount of oil to be furnished from 20,000 barrels to 25,000 barrels a month. Subsequent to this latter date, the Texas Fuel Company was amalgamated or absorbed by the Texas Company and the contract above named was assigned to this latter corporation. The Independence Oil Company, pursuant to its agreement, constructed settling tanks, duly made pipe line connections, and actually made delivery of a quantity of oil and received in payment therefor the contract price of three cents per barrel. This was during the period when the well of said company was flowing of its own accord, or simply by the method known as "agitation" with compressed air, which could then be procured at a nominal cost. When this method of pumping failed, and it became necessary either to install a pumping rig of some description, or pump the same with a large volume of compressed air at a tremendous expense, the defendant company promptly gave notice to the Texas company that it considered the contract therefore entered into between them of no force and effect, by reason of the greatly changed condition of affairs,—said defendant company claiming that the provision in the contract that when said well ceased to flow by use of "compressed air," said contract should be considered null and void, had reference to the "agitation" method with air being used at the time the contract was signed, and not to the more expensive method afterward employed by many of the companies; including the Independence company itself.

After a considerable lapse of time, the above suit was brought by the Texas company. In the meantime, the Independence Company had begun pumping its well with compressed air, and delivering oil to another producing and marketing company on contract. Plantiff's petition prayed for an injunction against the defendant company, and also for a receiver to take charge of the company's business until its claim for damages in the sum of $100,000 had been liquidated or rather until its contract for the monthly quota of oil above mentioned, which was placed at a value of $100,000 had been fulfilled. In other words, a specific performance of said contract was sought, and the cause proceeded to trial on that issue. The judgment of the court was that an injunction could not be granted in the cause, in any event, irrespective of what the merits of the contract itself might be, inasmuch as the specific performance of an executory contract involving personal property could not be enforced under the laws of Texas, and hence that the plaintiff's proper course would be to pursue its remedy at law, by bringing suit for damages against the Independence Oil Company by reason of its failure to comply with the terms of the contract in question.

It will thus be seen that the real question of whether or not a contract for oil at three cents a barrel can be enforced was not decided. It is not known what the course of the plaintiffs will be in the above case, but it is presumed that they will seek their remedy at law, and in that event, the question will probably be decided on its merits at some early session of the District Court. However, it is understood

that, in this particular case the defense will not be hinged on the exceedingly low price given for the oil, but on the claim that the contract was made null and void by its own words, when the "agitation" method failed to bring the oil from defendant's well.

This case, while it decides nothing permanently, yet inasmuch as it gives a temporary relief to the many companies having similar contracts, which were also threatened with receivership tie-ups, has been a topic of eager interest and general discussion by all interested in the new industry in Texas. Many of the companies having these cheap contracts feel like they have been given a new lease on life, and gather much encouragement, from this initial victory, that the ultimate outcome will be in their favor.

The case was stoutly contested, there being arrayed on each side some of the ablest lawyers in Texas, who clearly manifested in their arguments to the court that they had given the matter deliberate and thorough research. One of the attorneys for the defendant company, in speaking of the result of the suit, avers that it is a decision of the very highest importance to Spindle Top, and means the abolition of the cheap contracts as they were made when the gushers were thick on the hill, thus securing for the companies the actual value of their output. It also means, so he declared, "the preservation of hundreds of the smaller companies that would have been bankrupts had the judge's decision been against the Independence Company."

ANSE L'BUTTE.

Some delay has been encountered by the drillers of the Heywood Bros. oil corporation well at Anse L'Butte, La., owing to the twisting off of the drilling pipe and loss of the attached bit.

The pipe and bit have been recovered and the drilling is proceeding down through another deposit of rock salt, encountered in the neighborhood of 1200 feet.

The drillers struck a heavy pressure of gas, several weeks ago, which is said to have blown out the crown block of the derrick, besides liberally sprinkling the vicinity of the well with oil and sand.

It was stated at the time that this gas and oil bearing stratum would pay to case off and further finish, but the corporation seems intent on bigger game and has proceeded on down.

MR. GRIFFITHS' WITHDRAWAL.

Mr. W. E. Griffiths left Beaumont Monday morning, the 27th ult., to attend the meeting of the directors of the J. M. Guffey Petroleum company, called by Vice President W. L. Mellon for the 30th. At this meeting he tendered his resignation as a director and manager of the department of lands, leases, rights of way and claims.

Mr. Griffiths goes to Pittsburg to connect himself with the Wabash and the Wheeling and Lake Erie railroads, both now under the presidency of Joseph Ramsey, Jr., of St. Louis. Mr. Griffiths has engaged to meet President Ramsey in St. Louis on the 3d of November and proceed to Pittsburg to take up his new duties there. He will manage a department of the two railroads for which his intimate knowledge of land and lease law and procedure pre-eminently fits him. He was the acknowledged authority in land matters in the Southern oil fields.

As is generally known, Colonel J. M. Guffey and John H. Galey, members of the veteran co-partnership known as Guffey & Galey, financed Captain Lucas in his "wildcatting" in the Southern region and after two failures, the Captain's drill tapped the oil at Spindle Top. This precipitated one of the greatest stampedes of history. Captain Lucas was taken into the firm of Guffey & Galey, in so far as the firm's operations were confined to the South. At the chaotic period following the Lucas strike, Colonel Guffey had urgent demand for a trusted lieutenant who could bring order out of chaos. Mr. Griffiths was immediately called upon and left his home in Pittsburg and came South. He immediately assumed charge of all lands, leases and rights of way, contracted by Captain Lucas and Colonel Guffey, and in May, 1901, when the $15,000,000 J. M. Guffey Petroleum company was incorporated by Mr. Guffey, Mr. Mellon and Mr. Frick, all of Pittsburg, Pa. Mr. Griffiths became manager of the department of lands, leases, rights of way and claims, besides being the Southern manager of the corporation, immediately under Mr. J. C. McDowell, as general manager. As a salaried officer, Mr. Griffiths was second to but Mr. McDowell.

Mr. Griffiths has been a successful oil operator for twenty-five or thirty years, his operations comprehending West Virginia, Ohio, Indiana and Pennsylvania fields. He is particularly known as the pioneer developer of the famous Wildwood Oil Field near Pittsburg, Pennsylvania.

Several years ago he assumed the presidency of a gold and silver mining company in old Mexico, but subsequently disposed of his holdings and returned to Pittsburg, where he has a beautiful home, situated near Mr. Mellon's and Mr. McDowell's handsome residences.

Mr. Griffiths' forte is the successful handling of all calibers of men. He was close to his employes without loss of dignity, and they freely sought his advice on matters business and personal. He should prove an invaluable aid to President Ramsey and despite the fact that the Wabash system's gain is Beaumont's loss, the Journal congratulates Mr. Ramsey on the introduction of Mr. Griffiths to his official family.

See Page Fifteen.

The Shell Transport and Trading company, of which Sir Marcus Samuel the new Lord Mayor of London, is president, has published a pamphlet on "Petroleum Oil Fuel." It is one of the clearest and most easily understood explanations of the devices and methods in vogue for oil burning that has come to our notice. It is issued from London with the compliments of the Shell company and doubtless may be secured by application addressed to the company at its London offices, 16 Leadenhall street.

The Journal's FINANCIAL INQUIRY DEPARTMENT

Until December 1, 1902, the JOURNAL will furnish, free to subscribers, accurate reports on the companies operating in the Southwestern oil fields. Stamped and addressed envelope must accompany all requests for reports.

Reports on companies will be furnished to non-subscribers at the rate of $5 for each report.

The JOURNAL possesses unsurpassed facilities for obtaining information of the character that is desired by persons at a distance from the field and in every instance the fullest possible report will be given.

A TEXAS OIL STOCK ABROAD.

Petroleum, of London, and the Financial Times of the same city, are going after agents who are pushing the sale of certain Texas oil stocks in England. In recent issues of both publications which have reached the Oil Investors' Journal, considerable attention is devoted to the Huntley Oil and Refining Company's prospectus, issued by its English agents, whether authorized or not we do not know, "the British Investors' Underwriting Corporation of Finsbury Circus." We don't know a thing about this "Finsbury Circus" concern but at the prices they are asking for Huntley stock they are not giving the "British Investors" much of a "show" for their money—and furthermore, this same concern could have more than a "circus" showing all the statements made in the prospectus from which Petroleum quotes. One of the statements is the one time familiar advertising expression, "we own the biggest oil well in the world, producing 100,000 barrels of oil . . . ."

Petroleum prints excerpts from the letter of a correspondent in Beaumont who knocks the tar out of the "100,000 barrel" in the following emphatic language:

I have read with much interest, in your issue of August 23d, the editorial comment you make on a prospectus issued by the British Investors' Underwriting corporation, of Finsbury Circus, dated August 11th, in which the statement is made that the Huntley Oil and Refining Company, of Beaumont, Texas, has a "gusher with daily capacity of over 100,000 barrels." There is not a well on Spindle Top Hill today that will produce 10,000 barrels a day. The wells that are being pumped will produce about an average of 900 to 1,500 barrels in 24 hours (standard rig). There are a few exceptions in the instances of new wells bored in territory where the gas pressure is still strong. One or two recently have shown a production of 8,000 or 10,000 barrels FOR A TIME, either by their own pressure, or by the use of natural gas or compressed air to agitate them. My interests are all in the Beaumont and new Louisiana fields, and I am in a position to know the facts. I know that four of the Heywood wells, in the most favored localities on Spindle Top, are being pumped, and their output will not run over 4,000 to 5,000 barrels daily. It is safe to say that everything here is now on a pumping basis, and companies without pumping apparatus on their wells cannot make contracts, the buyers not caring to risk the uncertainties of delivery. These new conditions—which, however, have existed since the middle of July—naturally cause an advance in price of oil, and it is easy for an established concern to contract its oil at the wells at from 18 to 22 cents a barrel, or from 28 to 35 cents on cars, 5000 feet from the wells, delivered through pipe line.

This letter was written in September, but there is nothing in it, so far as we can see, that needs "taking back."

We understand that the British agents are asking something like one dollar a share for Huntley stock. It has been months and months since Huntley stock was offered on the exchanges, but if this be the same concern which at one time was drilling "the biggest oil well in the world" in the lower part of Block 38, the English agents surely have their nerve to the fore. The Huntley Company in question—and we have heard of no other—has $2,500,000 capital, shares $1 par. It owned a small tract of land in Block 38—the only proven territory among its holdings—and its first well, the one that was to be the "biggest oil well in the world," came a long ways from living up to the name the stock sellers had given it, even before its birth.

Petroleum and the Financial Times are on the right track. The Huntley Oil and Refining Company, of our acquaintance, is one of the least representative of the Texas oil companies, and if the stock were offered to us at one cent a share we should fail to detect its value as an investment.

SPINDLE TOP EXHIBITIONS.

There was in a few instances considerable trickery resorted to in what were termed "exhibitions" on Spindle Top during the boom excitement. At times an unscrupulous driller who had reached the oil sand in his boring would find that his well would not respond to the usual methods which will "bring in" a well of good workmanship. His well was not behaving quite satisfactorily and was in danger of refusal. The owners were on the field to see the well's performance and it wouldn't "perform." Something must be done—and quickly. A small air pipe inconspicuously inserted in the casing would not be noticed by the uninitiated, in which class were many of the ambitious "operators." This air pipe is quickly connected with a compressor at $2.00 per minute, and "Shh" the oil goes skyward and causes a small panic of elation in the direction of the owners, who exercise all possible haste to "accept" the new wonder from the driller and go home to their stockholders with full confidence that theirs was "one of the best on the field—a 100,000 barrel a day producer."

We recite isolated instances—such sharp practice never had countenance from the reputable element of the field and was only inflicted by the "shark" on the unwary during an excitement that stole away men's wits and made them an easy prey to the unscrupulous.

Fortunately for Spindle Top and in increased measure for the investor the above is ancient history and will not again confront the too trusting "pseudo oil operator."

TOTAL PETROLEUM PRODUCTION

According to the figures of the Geological Survey, the total production of crude petroleum in this country since the first oil well was drilled by Colonel Drake in 1859, amounted to 1,076,523,332 barrels. This amount of oil would fill 35,884 iron tanks of a capacity of 30,000 barrels each, and these tanks if placed in a straight line, with their sides touching, would extend a distance of 611.7 miles.

This amount of oil, too, would fill 7,176,822 tank cars of 150 barrels capacity each. If it could be placed in barrels, with their heads touching each other enough barrels would be required to extend twenty-one times around the globe.

This furnishes a pretty good idea of the enormous quantity of oil produced in the past forty years. Still, if poured into some of our great lakes, it would not cause them to overflow. All this immense quantity of oil could be contained in a reservoir a mile square and 217 feet deep.

F. M. Sessions of Chicago, said to be connected with the Pullman Palace Car company of Pullman, Ill., is in Beaumont, registered at the Crosby. He has been looking over the oil situation in the interest of heavy Eastern and Northern capitalists.

D. A. J. Kessler of the Sumatra-Petembourg Petroleum company of The Hague, and director of the Beaumont (Texas) Petroleum and Liquid Fuel company, Ltd., of London, Eng., is in Beaumont to look over methods in vogue in well drilling and operating in America.

(Advertisement.) (Advertisement.) (Advertisement.)

W. S. DAVIDSON, President. W. P. H. McFADDEN, Vice-President. FRANK ALVEY, Cashier.

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THIRD FIRE ON SPINDLETOP

Confined to the Northwestern Part of Block 38—Estimate of Losses.

The third Spindle Top fire of importance started at forty-five minutes after five, Sunday morning, Oct. 19, and was caused by the over-turning of an oil tank of about 150 barrels capacity erected on the property of the Georgetown-Waco Oil Company. Geo. February, an employee of the Georgetown-Waco company ascended to the top of the tank, which was then over-flowing, to shut off the valve on the pipe from the well. It is thought that the weight of his body careened the improperly based tank over into a ditch alongside, used to drain off the waste oil from the adjacent property. February was drenched with oil and was thrown with the inflammable contents of the tank almost directly on a boiler, also the property of the Georgetown-Waco Company. The boiler was in use at the time of the accident, and almost immediately caught the oil which poured over it. Tank, boiler and employee were quickly enveloped in a sheet of flame.

It is said by witnesses that February exercised unusual presence of mind and rushed to a pool of water nearby and rolled over and over in it. He was so badly burned, however, that he died. Little is known of his antecedents, but he was a man well liked on the field and respected for heroic work done in one of the previous fires.

The fire was confined to the northwestern portion of Block 38, and covered an area of about 75 feet on Spindle Top avenue, by 75 feet on Trust avenue. The property loss was comparatively small, the Southwestern Oil and Steamship Company and the Georgetown-Waco Company being the heaviest losers.

The losses include the following, to-wit:

Georgetown-Waco Oil Company two derricks and two standard pumping rigs over two wells, completely destroyed; loss approximately $4,000.

Southwestern Oil and Steamship Company, two derricks and two standard pumping rigs over two wells; approximate loss, $4,000.

The Southwestern Oil and Steamship Company is a consoldiation of the Apex Oil Company and the Texas Oil and Pipe Line Company, and owns and operates several wells on Spindle Top, and has and will have in service four large iron tankers—the Northman, Northtown, Northwestern and Northeastern.

The Hogg-Swayne Syndicate also lost heavily; it suffered the entire destruction of the improvements over two wells and the partial destruction of the equipment over a third. Two of these wells were fitted with standard walking beam pumps and the third with a Jack pump. All were topped by derricks. A representative of the Syndicate claimed a loss of but $900. It is thought the damage will exceed this.

The Detroit-Michigan Oil Company lost a standard pumping rig and equipment over one well; loss about $2,000.

Producers Oil Company lost two derricks—no pumping machinery; loss nominal, about $150.

The Mercantile Oil and Fuel Company lost a derrick and the attachments for a Jack pump—loss about $150.

The Lucky Dime well was not rigged with a pump at the time of the fire; its loss is consequently but one derrick, valued at $75.

Beaumont Confederated Oil Company had one boiler damaged; loss trivial.

The foregoing is the property loss—by far the heavier loss will result from the absence of production during the period consumed in replacing the machinery damaged or destroyed. Most of the ten wells burned over were excellent producers and the loss in production, while indefinite, will be large. Few of the companies had reserve machinery to cover this contingency, and the fearfully congested condition of the iron and steel industry here and elsewhere renders even rush orders slow of fulfillment.

But for the prompt and heroic work of the men on duty at the several wells, a much larger area would have been burned. Field Manager Hulse says he never saw men respond more earnestly and untireingly to an emergency—and that too in an effort which brought no remuneration. The fire was stopped by "ropes and axes," as Mr. Hulse expressed it. The unignited material bordering the fire was pulled down and away, and then water was used to extinguish the flames after the fire was thus confined.

The fire was not entirely extinguished until three in the afternoon of the same day owing to a flow of oil from one of the tangled up pipes in the burnt district.

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EXPORT NO. 5 DOES SOME GUSHING.

Always to expect the unexpected is an "Irish bull" that is fast being converted into a Spindle Top proverb.

The latest freak is the Export Oil and Pipe Line Co's No. 5 well, situated in Block No. 31, Keith-Ward tract. This well is otherwise known as the O'Neil well, and before becoming the property of the Export Oil and Pipe Line Company, was owned by the Hogg-Swayne Syndicate.

In the recent sale by the Syndicate of ten producing Spindletop wells to the Export Company, this well changed hands. Details of the transaction were published in the Oil Investors' Journal at the time. The deal was the largest that had been consummated in some time and the prominence of the companies who were parties to the contract lent especial interest to it.

As the Export Company fitted up its newly acquired wells with pumps and apparatus, it numbered them. Export No. 5 was the fifth one equipped and was only made ready for business a day or so ago.

On the 23rd the pump was started and the well was found to produce a satisfactory yield. The next day when it was opened, all in the neighborhood were startled to hear the roar that had been foreign to Spindle Top for months.

The pipes and joints of the pipe line connection between the well and the storage tank, about three hundred feet distant, were seen to strain and quiver. As the pipe line's route to the tank is very circuitous, it was feared the joints would give away at some of the sudden turns of the pipe. The T that deflects the flow of oil down into the storage tank was torn from its fastenings and the steel pipe beat up and down much as would a rubber fire hose with an unattended nozzle. The exhibition drew a large crowd to the scene. Several proposals were made to climb the tank and secure the wildly waving pipe end, but none were so foolhardy as to attempt it. The well gushed probably a half hour, and then gradually diminished to a point where it could be controlled.

The well's unusual behaivor was probably due to the fact that it had been closed for some time and the agitating caused by the pump the day before released the accumulated gas. The well is said to have always been an excellent producer.

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PORT ARTHUR CHANNEL BLOCKED.

The large dredge boat, Chas. Clark No. 5, the property of Charles Clark & Co., of Galveston, caught fire early Sunday morning the 19th lutimo and was so badly damaged that it sunk at 4 o'clock a. m. in the channel about two miles below Port Arthur. The crew escaped.

Through the channel obstructed the large tankers operating in the coastwise and foreign trade are accustomed to gain access to the Port Arthur docks. The deep water way is now completely blocked and will continue to be until the obstruction is removed.

The boilers and heavy machinery in the sunken craft are being removed and another dredge from Galveston is now at work clearing a channel through the shells around the wreck. This ameliorating operation cannot be completed within a week and in the meantime three English steamships, the Heartburn, carrying an assorted cargo, the Hunchcliff, a cotton carrier of nine thousand bales capacity, and the Pharsalia, carrying lumber and cotton, are locked in and cannot proceed to the open.

The right of way blocked by this accident is the property of the Port Arthur Channel and Dock Company.

It is a frequent occurrence for craft of even the shallowest draft to strand on the shell bottom of this broad lake and wait until flood tide for release.

The government work of further and deeper channeling Lake Sabine should be pushed to the utmost to afford ingress and egress to and from the Sabine and Neches Rivers, which are deep and navigable for seagoing vessels for many miles from their mouths.

Paul Dvorkovitz, consulting chemist to the Shell Transport and Trading company and editor of the Petroleum Review of London Eng., in a letter to C. K. MacFadden, manager for English interests in the Texas oil fields, says: "People here have been especially upset by the serious fires in Texas. I hope that the Safety Committee will take immediate steps to prevent their recurrence in the future, as they do great damage to the future development of the Texas oil fields." Fires or no fires, the Texas and Louisiana oil fields will be developed whether or not our English cousins contribute for this great work.

JENNINGS NOTES.

The well of the Guarantee Oil Company which the contractors, Heywood Bros. & Dobbins have agreed to bring in a good producer or no pay, is expected in this week.

The well of the Crowley Oil and Mineral Company which has proven troublesome since a gas blowout some weeks ago which tore the brass strainer to pieces, is being baled and is expected in again this week. Torn pieces of the strainer became firmly lodged in the pipe at the time of the blowout. Other pieces are said to have been tossed several hundred feet into the air.

J. W. Sloan in conjunction with Heywood Bros. & Dobbins are under contract to make a good producer of Jennings-Heywood Syndicate No. 2. The contractors agree to fish out the packer and 3" pipe which chokes the well and make a good producer or no pay.

Contractor Sloan is reclaiming Jennings No. 1 thought to be spoiled in drilling and expects to have a producing well upon completion of the work.

Southern Oil Company wells Nos. 1, 2, 3 and four are to be pumped. The installing of the machinery is now in progress.

Jennings Oil Company well No. 2, which was set afire by lightning several months ago and burned for a week is to be changed from a six to a three inch top casing. This operation will not increase the capacity of the well but will strengthen the flow. The well clogged after the fire and was afterward cleaned out.

ENGLISH COAL FOR BOSTON.

One result of the coal strike is the bringing over from Cardiff in South Wales and New Castle on Tyne of full cargos of coal, the returning ships of the Shell Transport and Trading company being used for the purpose.

The Pectan, a new boat on her initial trip, delivers a cargo of 10,000 tons this week; the Strombus, well known in the Texas oil industry, delivers 8,000 tons. After delivery of these cargoes of coal at Boston both steamships proceed to Port Arthur to load Texas petroleum shipped by the Guffey company to Europe. This coal, which is bituminous, cost on the Tyne $2.50 a ton, freight $2.00 and duty 67c, a total cost delivered at the wharf in Boston of about $4.67.

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OIL INVESTORS' JOURNAL

BEAUMONT, TEXAS

BURTON E. NEWCOMB, MANAGER

STANDARD IN ANSE L'BUTTE FIELD.

New Orleans, October 31.—It is reported in New Orleans that agents of the Standard oil company have purchased large tracts of oil land in the Anse L'Butte field near Breaux Bridge, La. It is also said that the trust has secured control of the well drilled at that place by the Heywood Bros.—Houston Post.

We are inclined to believe that the above rumor is without foundation in fact, but its promulgation serves to show the interest that is being exhibited in this attractive new field. The Heywoods are not nor have they ever been Standard Oil men and we think they are alive to the wisdom of holding on tight to their Anse L'Butte holdings.

BEAUMONT OIL PRICES.

For some weeks past there has been a declining tendency to be observed in the prices of oil. This decline has affected both the oil in storage, and that shipped by rail. During the latter part of September tank oil sold as high as twenty and twenty-two cents a barrel, whereas the best prices at present are from sixteen and a half to seventeen and a half cents. There has been even a greater decline in oil f. o. b. cars. Forty cent oil f. o. b. cars was an every day price a month ago, and some sales went as high as forty-five cents. Prices now range from 30 to 35 cents a barrel, and on the Santa Fe the prices are a shade under this.

Commenting on the price of Beaumont oil in the month of October, Harrison Clark, correspondent for a number of northern newspapers, has this to say in the St. Louis Post-Dispatch:

A peculiarity of the market has been the unexpected weakening of the market price for oil, both at the well and f. o. b. Gladys. No sufficient explanation of this unusual condition of things has as yet been advanced; for there has been nothing "bearish" about the market. In fact, all conditions have, theoretically, favored a bull market. There have been two fires in the producing part of the field and each of them has occasioned much loss of valuable pumping time. There has been no decrease in the demand; there has been no lessening of the cost of production, and there has been no appreciable improvement in the shipping facilities whereby it would be easier for producers to fill their contracts. And yet the price of oil has been lower in October than it was in September.

It is claimed by some oil men that the lower price indicates a renewal of the confidence that has been felt in the Spindle Top field. There is not so much feverish anxiety to get hold of the oil, and to get it safely stored where the interests of the purchaser will not be materially affected by a sudden cessation of production.

The slight drop in oil prices at Beaumont has recalled the prediction, attributed to Colonel C. F. Lufkin, agent for the Standard Oil Company, to the effect that Beaumont oil would again sell for 3 cents a barrel. There seems to be no prospect, however, of a recurrence of such conditions. The falling off of a few cents in the price of oil is probably due to the completion of adequate tankage and the desire of small producers to keep their wells going all the time. A producer with only a thousand barrels of storage is anxious to sell every time he gets his tank filled, and if he can't find a buyer at the prices prevailing at the time of his last previous sale he may cut it a few cents to make a quick sale and get his tank emptied. This sort of thing naturally causes a slump. There are numerous contracts in the field, however, that are being filled at prices higher than the prevailing market price and it is probable that a return to the prices of a month ago will be noted in the daily market before many weeks have passed. The decline in the prices of oil f. o. b. cars is due to several causes, the most important being the going into effect on the 13th of October of the Railroad Commission order concerning the supplying of tank cars. The effect of this order placed at the disposal of the oil companies a large number of the railroad tank cars, insomuch that the demand for oil has been amply met without delay. As will be remembered, under the order of the Railroad Commission which went into effect on above date, the railroads must furnish cars within three days after statutory requisition is made, or else forfeit $25 per day for each day's delay thereafter. As a consequence of the promulgation of this new regulation, many companies and individuals have made the necessary requisitions, who never thought of doing such a thing before. The result has been a troop of "system" cars to handle the oil, to such an extent that prices gave way. In other words cars thus obtained of the railroads on requisitions must be moved by the applicant and he has had to force the sale of his oil to do it. Indeed, for a time the companies owning their own cars were unable to get them placed on their private tracks, so great was the rush in handling the cars obtained on requisition.

However, prices are now offering both for tank and car oil and it is the general impression that the advance will continue.

The Buffalo Oil Company sends its semi-annual report with the following:

It must be remembered that conditions surrounding the oil industry have, at all times, been chaotic and uncertain, and any sort of a change if it occurs, will be met with the same promptness and energy that has characterized the business of this corporation, and the stockholders will get every protection possible.

The above from an active Beaumont company emphasizes what should be borne in mind by investors that the oil business, particularly in new fields, can not be rid of speculative features. Experience and good judgment will reduce the risk to a minimum, but not eliminate it. Oil investors who go into a "sure thing" in an oil field or proposition so represented, must as Hans says, "look a leedle out."

The business truism, perfect security and small earnings, or legitimate risk and large earnings, finds the same application in the oil business as in all other pursuits. What Mother Earth holds can not be positively determined until investigated with drill or pick.

See Page Fifteen.

ALASKA'S NEW WONDER.

Newspapers from Maine to California have recently printed dispatches from Tacoma, Wash., describing the bringing in of an oil gusher at the head of Controller Bay in the Kayack fields, Alaska. The versatile newspaper correspondent who originated the story takes pains in the course of his vivid description of the "new wonder," to state that the oil is worth from "$4 to $5 a barrel."

Because we make light of this alleged oil strike, our readers must not jump to the conclusion that we of the Texas and Louisiana fields are jealous of petroleum discoveries in other territories. Far be it from the truth. We realize that "there are others," and we are glad they exist, for we know the importance of providing an adequate supply to meet the demand for fuel oil which is constantly growing in all lines of industry. Texas and Louisiana, with all their hidden riches of petroleum, can never furnish for the whole world.

But this Alaska story! From Tacoma and Seattle in the last four years have come some of the greatest newspaper fakes that have been perpetrated upon the reading public. It has been shown to the satisfaction of observing persons that in many instances these fake stories have been inspired by the railroad and steamship companies which desire a profit from the transportation of the gullible fortune hunter who goes from his eastern home to far away Alaska, hoping to duplicate in his own case the "strike" described in the newspaper story which made him gold hungry.

Now that the gold excitement has quieted down and the people can no longer be lured to a damnable climate in search of something which, if it exists at all, is only there for the favored few, the industrious faker sends out a scarehead story about a new oil gusher "at the head of Controller Bay!" Discounting this story on an average with previous fairy tales from Tacoma and Seattle we would say that if oil was found at all "at the head of Controller Bay" it proves that the correspondent possess a trace of veracity far above the ordinary in Tacoma and Seattle "news" disseminators.

Controller Bay is too far away to be easily accessible for proof of the gusher's existence. Nevertheless, we will wager a tank of oil against a share of Forward Reduction company stock that at least a score of the people who read the story from Tacoma are now on the way to the "Kayack oil field" in the hope of getting a gusher of their own. Surely, oil at "$4 to $5 a barrel" is worth going a long distance to get!

Rats!

SALT WATER WELLS TURN TO OIL

A rather startling and an equally agreeable disclosure has just been made relative to the first well on Spindle Top which showed salt water after the drilling of the two deep wells on block 39. This well is also located on Block 39, known as the Parks well, drilled by Weed & Markham. When the well was first drilled it was a good oil well, with no sign of water, but when the two deep wells were put down near this well, tapping the salt water supply lower down, the Parks well lost its oil, and would produce nothing but salt water. Recently the two deep wells have been plugged, under the direction of the committee appointed for that purpose, and on the 30th, when the Parks well was tested, it was found to be oil clear to the bottom of the hole. A like test was then made of the Mulholland well, on the same block which had showed salt water next after the Parks well. It also was found to contain nothing but oil. Whether this comes as a direct result of the two deep wells being plugged can not be known definitely but the evidence certainly looks that way, and the property owners in that portion of the field are very much encouraged by the revelation. Pumps will probably be placed over the two wells as soon as it can be done, so that an exhaustive test may be made as to the permanency of the oil supply which the two holes now manifest.

An important meeting of owners of wells in the Yellow Pine district was held in Temperance Hall, Beaumont, on the evening of Tuesday, October 28th, to formulate plans and regulations to govern the Yellow Pine tract on Spindle Top and reduce the danger of fire.

A committee was appointed to report the best means of prevention and was authorized to employ at once a night and a day watchman to protect the property. Another meeting will be held and the committee's report read and further action will probably be taken.

See Page Fifteen.

A GOOD SHALLOW STRATUM AT JENNINGS.

The Jennings-Heywood Oil syndicate is testing the shallow oil stratum on the syndicate holdings near Jennings. The oil is found at a very shallow depth—one hundred and ten feet—and the one well now down is found to produce twelve to fifteen barrels daily by means of a jack pump.

The cost of drilling to this depth is insignificant and the syndicate contemplates sinking other wells to tap this upper stratum. The flow is without spectacular features or much gas, but the drilling thus far indicates the oil to be there and to be gotten to the surface at small expense.

Twelve to fifteen barrels daily at forty or fifty cents f. o. b. cars Jennings is a paying proposition with small cost for drilling and a pump that will practically run itself.

In the east and north wells of far less capacity than the Jennings shallow wells are paying propositions and are eagerly sought after. These tests are important and should be followed closely.

See Page Fifteen.

INTERESTING FIGURES.

The number of oil investment companies resulting from the Lucas strike at Beaumont is given by the Oil City Derrick as 1,578 in 1901, and their nominal capital stock at $669,083,000. There was ten dollars worth of capital stock for every barrel of oil produced in 1901. Of the 619 companies organized in Texas alone only 122 had any actual production.

FIGURES SOMETIMES LIE.

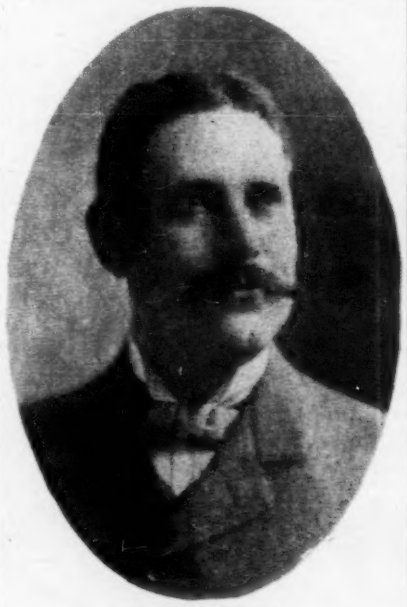
In Associated Press dispatches sent from Washington October 25 the statement is made and attributed to the United States Geological Survey that the average daily flow from all the wells in operation on Spindle Top last Spring was "10,000 to 12,000 barrels." This is an incorrect and unjust estimate. For at least two months last Spring the Southern Pacific was getting as much as 10,000 barrels a day out of two wells. The Heywood Company was getting 5000 barrels a day from its No. 2 and often much more. The figures attriuted to the report would not apply even at this time when the hill is on a pumping basis. The Palestine-Beaumont Company's two wells (one owned and one rented) have been yielding 7,000 barrels a day steadily.

(Advertisement.) (Advertisement.)

PIONEER

Biggest Profits are Made by Developing Companies

ALBA HEYWOOD
President Heywood Bros. Oil Corporation



O. W. HEYWOOD
Vice-Pres. Heywood Bros. Oil Corporation

W. SCOTT HEYWOOD
Sec'y & Gen. Mgr. Heywood Bros. Oil Corporation

DEWEY HEYWOOD
Treasurer Heywood Bros. Oil Corporation

PIONEERS of the Beaumont field; originators Heywood Oil Company of Beaumont which has paid $128,000 in dividends since last October; co-organizers of the Jennings Oil Co.; organizers and officers of...

Heywood Bros. Oil Corporation

CAPITAL $1,000,000. For Treasury Purposes, $500,000. Par value of Shares $1; Full Paid and Non-Assessable.

EXPERT OPINIONS:

Alba Heywood:—I honestly believe that the Heywood Bros. Oil Corporation will prove the best and greatest company in which we have interested ourselves so far, and I honestly believe that the stock will be worth par in less than a year, probably in six months. Those who buy it now will get the benefit of this increase."

W. Scott Heywood:—In my opinion the Heywood Bros. Oil Corporation has a brighter future in all respects than any enterprise we have yet organized and managed.

Dewey Heywood:—In the Heywood Bros. Oil Corporation we have the brightest of prospects at Anse la Butte, as the well there is giving every indication of developing into a gusher. We have had three 'blow-outs,' the last one being terrific, taking off the top of the derrick and blowing nearly all day. We trust that we may announce to stockholders in this corporation a gusher within the next few days."

WRITE OR WIRE YOUR SUBSCRIPTION . . . . . FOR STOCK TO **HOLLAND S. RE**

(Advertisement.) (Advertisement.)

VELOPERS.

re First to Strike Oil in the New Fields---Witness.

BEAUMONT..... The $15,000,000 Guffey Company is the outgrowth of Captain Lucas' test well on Spindletop, which opened up the Beaumont field.

OUR LAKE..... The Sour Lake Springs Company, pioneer developers of the Sour Lake field, has entered into a contract to sell its property for $1,000,000. Stock of this company advanced from $25 to $175 a share in two weeks.

ENNINGS..... Jennings Oil Company stock went from 50c to $3 a share after the Heywoods had proven the property by bringing in a gusher.

ANSE LA BUTTE This is YOUR opportunity. The newest of the new oil fields of Texas and Louisiana. Opened up by Heywood Bros. Oil Corporation, operating at Jennings, Anse la Butte and Bayou Bouillon, La. News dispatches describing the great strike in the Heywood Bros. Oil Corporation's well at Anse la Butte have been published in all the leading newspapers of the country.

WITHDRAWAL OR ADVANCE.... In consequence of the above fine news the directors of the Heywood Bros. Oil Corporation will meet to discuss the advisability of withdrawing the corporation's stock from public subscription or advancing it to a figure commensurate with its increased value.

TREASURY SHARES ARE STILL FIFTY CENTS

(PAR VALUE $1.00.)

NTIL the 5,000 shares remaining of the 50c allotment are subscribed. This is all that remains of the 25,000 shares recently offered at that price.

Oversubscribed, the above shares will be apportioned according to the size of order. Wire your subscription and send remittance today by mail if you want a part of this block at 50c.

Send all Remittances and Communications to the General Agent, HOLLAND S. REAVIS, Beaumont, Texas.

FREE

VIEWS OF THE JENNINGS OIL FIELD, 16 pages of half tones and descriptive matter, beautifully printed in red and black.

JENNINGS FIRE BOOK, 8 pages of half tone pictures, showing the Jennings gusher fire and how it was extinguished.

LESSONS IN SUCCESS, a short story of the extraordinary career of the Heywood Bros. in the new Southern Oil Fields.

ANSE LA BUTTE AND BAYOU BOUILLON, descriptive pamphlet, dealing with the new Louisiana Fields in which Heywood Bros. Oil Corporation is now drilling wells.

PROSPECTUS AND PERSONAL LETTERS OF RECOMMENDATION from Heywood Brothers.

Any or all of the above will be Sent Free of Cost on application to the General Agent, Holland S. Reavis, Beaumont, Texas, or Jennings, La.

General Agent, HEYWOOD BROS. OIL CORPORATION, ... BEAUMONT, TEXAS.

BEAUMONT OIL EXCHANGE.

Stock Quotations October 30, 1902.

OIL QUOTATIONS.

Listed.

	Bid.	Asked.
Beatty Oil Co.	¾	1⅛
Beaumont. Pet. & Gas Co.		40
Glover-American Co	2½	....
Heywood Oil Co.	40 00	65 00
Higgins Oil & Fuel	60 00	65 00
Manhattan Oil Co.	13	17
Spangler Oil Co.		10
Isabelle Oil Co.		2 00
Zenith Oil Co. N.		50
Bunn's Bluff Oil Co		35
Big Four Oil Co.		10
Fort Worth Oil Co	06	08
Gladys of Beau. Oil		10
Independence Oil Company		02
Nat. O. and P. L.	12	18
Gold Eagle Oil Co		12½
Pal. Oil and Dev'l.	01	2½
M. Ib. & T. Oil Co.		10
Sutcliffe Oil Co		100 00
Mercantile Oil and F		90
Alamo City		20 00
Greater New York Home	50	80

Unlisted

	Bid.	Asked.
Amer. Oil and Ref Company	03	06
Anglo Amer. Oil Company	½	2½
Alamo Oil Co.		10 00
Beau. & Pac. Slope Company		10
Becky Sharp	03	3½
Buffalo Oil Co.	04	06
Beau. & Sara. Oil Company		7 00
Beau. Confederated	06	10
Columbia	9 00	15 00
Consol Oil & P. L. Company		5 00
Creole-Amer. Oil Co		25
Beau. O. & M Co.		07
Continental Nat		10
Citizens Consolidated		15 00
Drummers Oil Co		50
Drillers Oil Co	03	05
Enterprise Oil Co		09
Empire Oil Co		03
Equit. Land and Oil Company		07
Export Ooil & P. L. Company	21	25
Federal Crude	02	04
For. Reduction Oil Company		50
Geyser of Galveston		25
Ground Floor Oil Co	55	80
Ger.-Amer. Oil Co	02	05
Grace Oil Co.	04	03
Gober Oil Co.	04	07
Gladys of Galveston		05
Globe Oil Co		2½
J. M. Guffey Pet. Company		80 00
Gulf Refining Co.	25 00	50 00
Home Oil Co		35
Internat'l Oil Co.		2½
Ira A. Wyse		10
Keith-Ward	20 00	30 00
Lone Acre Oil Co.	50 00	55 00
Lumbermans Oil Co		35
Lone Star & Cres. Oil	50	85
Mer. & Mech Oil Company	½	01
Lucky Dime		05
Maid of Orleans	01	02
M. & M.		01
Producers Oil Co		100 00
Pal. & Beau. Oil Co	37	45
Queen City O.I Co.		05
Star Petroleum	10	25
Spindletop Oil Co.		25 00
San Jacinto Ref Co		7½
Sour Lake Springs	130 00	175 00
Sour Lake Oil Co.		25 00
San Jacinto Oil Co		09
Silver Dime		10
Success		10
Seaboard (old)		25
Seaboard, (new)		02
Texas West Oil Company		1 50
Tex. & N Orleans		02
Victor Oil Co.	01	02
Oil f. o. b. Gladys or Beaumont	30	37
Oil in Tanks, No. 2		20

Sales.

Higgins, 30 shares at $63; Export, 2000 shares at 22½c; Lone Acre, 15 shares at $50; Nat. Oil and Pipe Line, 1750 shares at 15c; Nat. Oil and Pipe Line, 1000 shares at 18c; Black Hawk, 7000 shares at 8c; Sour Lake Oil, 5 shares at $20. Total sales 11,500 shares.

Oil Shipments.

Following is report for October 30, 1902: Cars, by rail 221; barrels, 35,000. Cars, by water, 109; barrels 18,753. Previous day, cars, 359; barrels, 61,205. Total for month, cars, 6,390; barrels, 109,161.

HOUSTON OIL EXCHANGE.

Stock Quotations October 30, 1902.

	Bid.	Asked
American Oil and Ref. new		$0 03
Alabama Oil and P. Co.		75
Anglo-American	01¼	02
Beaumont Saratoga	6 00	8 00
Rocky Sharp	01½	02½
Beatty (new)	00¾	01
Beaumont Confederated		06
Buffalo	04	05
Columbia		15 00
Continental National		10
Cattlemen's Consolidated		30
Consolidated Oil & Pipe		20 00
Export Oil & Pipe		21
Empire State		02
El Beaumont		18
Enterprise		10
Equitable		03
Fort Worth	04	07
Gober	02	02¾
Grace		02⅛
Guffey Petroleum & Gas		70 00
Gladys of Beaumont		05
Gladys of Galveston	01⅛	02
Geyser of Galveston		14
Higgins		50 00
Heywood		50 00
Houston-Beaumont		24
Houston Oil of Texas pref		76 00
Independence		01⅞
International		01⅛
King Oil of El Paso		25
Lucky Dime		04½
Lumbermen's Consolidated		75
Louisiana Consolidated		01½
M., K. & T.	09	11
Manhattan	15	....
Maid of Orleans	01	01⅛
Merchants & Mechanics	00¼	00⅝
National Oil and Pipe	07	10
National Capitol Fuel Oil		03
Paragon	00½	01¼
Pennsylvania-Texas	08	20
Palestine-Beaumont	34¼	35
Palestine Oil and Development		04
San Jacinto O., R. and T		05½
Sour Lake Oil	15 00	2 00
Seaboard		0 b
Spindle Top (new)		2 00
Seaboard		01
Saratoga Oil and Pipe		05
Silver Dime		08
San Jacinto Oil	05½	11
Texas Oil and Pipe		25
Texas Big Four		01
Texas Geyser Oil		0
Texas and Illinois	01	1⅛
Texas-Louisiana O. & R. Co.		00½
United States Fuel Oil		5½
Victor (new)	01	1⅛
Miscellaneous—		
Brazos Rice and Irrigation		6 00
Merchants' National Bank	115 00	
Moore-Cortes Canal Co.	90 00	100 00
Harris Co. Irrigation Co.	30 00	40 00
Houston Loan and Trust	107 00	
South Texas National Bank	135 00	
Sour Lake Sp'gs.	130 00	150 00
Texas Savings and Real Est		50 00
Trinity Rice, Land & Ir. Co		50 00
Spindle Top Power	75	1 00

Sales—

National Oil & Pipe, 5000 at 8c; Buffalo, 900 at 4c; Texas-Louisiana, 13,000 at ¼c.

See Page Fifteen.

(Advertisement.)

Walter B. Sharp

EXPERT

Oil Fields Prospected
Oil and Water Wells Drilled
on Contract

EXALL BUILDING

BEAUMONT, TEXAS

Domestic Shipments From Port Arthur, October 12th to October 28th.

Date.	Rig.	Vessel.	Destination.	Grade of oil.	Qu'n'ty barrels	Total 16 days
Oct. 13...	Barge..	Barge B	New Orleans, La	Crude	14,000	
Oct. 15...	Barge..	Vineta	New Orleans, La	Crude	6,000	
Oct. 15...	Barge..	Colleen	New Orleans, La	Crude	5,000	
Oct. 17...	Ss.....	J. M. Guffey.....	New York, N. Y.	Solar	19,000	
Oct. 18...	Ss.....	City of Everett..	New York, N. Y.	Crude	23,810	
Oct. 18...	Barge..	S. O. Co. No. 90..	New York, N. Y.	Crude	23,810	
Oct. 20...	Barge..	Providence	New Orleans, La	Crude	23,000	
Oct. 28...	Barge..	Clark O. T'k No 2	New Orleans, La	Crude	4,000	
Oct. 28...	Barge..	Clark O. T'k No 3	New Orleans, La	Crude	8,400	127,020

Total shipments from Port Arthur prior to Oct. 12 (bbls).....1,848,700
Grand total to date (bbls) 1,975,720

Domestic Shipments From Sabine Pass, October 12th to October 28th.

Date.	Rig.	Vessel.	Destination.	Grade of oil.	Qu'n'ty barrels	Total 16 days
Oct. [illegible]	Barge..	Spindle Top	Morgan City, La	Crude	3,500	
Oct. [illegible]	Barge..	Flayton	delle Isle, La...	Crude	5,746	
Oct. [illegible]	Ss.....	Roma	Philadelphia, Pa	Crude	25,952	
Oct. [illegible]	Barge..	Jas. G. Pendleton	New Orleans, La	Crude	4,048	
Oct. [illegible]	Barge..	Ludwig	New Orleans, La	Crude	5,952	
Oct. [illegible]	Barge..	Nelson Bartlett ..	New Orleans, La	Crude	6,071	
Oct. [illegible]	Ss.....	Atlas	Port Tampa, Fla	Crude	13,095	
Oct. [illegible]	Barge..	Virginia	New Orleans, La	Crude	3,286	
Oct. [illegible]	Barge..	Maryland	New Orleans, La	Crude	3,286	
Oct. [illegible]	Barge..	Spindle Top	Constance La. ..	Crude	4,500	75,436

Total shipments from Sabine Pass prior to Oct. 12 (bbls).....916,543
Grand total to date (bbls).....991,979

BRITAIN'S GREATEST "OIL MAN."

The following, from Petroleum, of London, describes in interesting fashion Sir Marcus Samuel, Great Britain's greatest "oil man," who has been selected to serve in the high office of Lord Mayor of London.

The important and, to us, most gratifying announcement is made that Sir Marcus Samuel, the founder and now the active head of the Shell Transport and Trading Company, has been selected for formal election as Lord Mayor of London. There are some respects in which his mayoralty will be unique; these are connected with his business. He is the first oil-round oil man who has held this high office. The ramifications of the business of his important company are world-wide; it is a business that is varied, quite international, in character, connected with many different countries, and expanding with a rapidity that is marvellous even these progressive times. Sir Marcus has oil-producing properties and connections in different parts of the Orient, well-known to those who do business in oil; his organization is the most alert and powerful British factor at work in the sea carriage of Texas crude and kerosene to the Eastern markets; he has his finger on a gigantic system of oil distribution that is only second to the wonderful, sinuous and all-embracing distributing methods of Mr. Rockefeller's giant trust, and he is the principal of the firm which owns the largest fleet of oil-fired and oil-carrying vessels in the world. This is general information, but upon it we may safely argue that few of his predecessors in the high and ancient office have succeeded in building up a business that is at once so entirely new, so far-reaching and varied in its influence, and so interestingly cosmopolitan when viewed from the standpoint of the variety of countries brought into the sphere of its operations. Creed influences, trade jealousies, personal feeling, too often found at work in the commercial life of this city, will play no part in the chorus of congratulations which is certain to be heard when Sir Marcus Samuel is elected to the position which he has earned by his devotion to his aldermanic and magisterial duties and his high and honorable standing as a merchant prince of the old world.

It is safe to say that oil has brought Sir Marcus Samuel his highest honors. His knighthood came to him because the Shell oil-carrying vessel Pectan, one of the first of the fleet and since lost, rendered assistance to the battle ship Victorious when she was stranded near the Suez canal. Another Pectan, the largest of the fleet, has just been built at West Hartlepool to replace the steamer which earned a title for the head of the firm. Mayoral honors have come to him because of his successful business career, which entitles him to be placed on the long roll of city merchant princes, his charity in the poorest quarters of the city, his assistance to the cause of Jewish education, and his consistent devotion to his magisterial and corporation duties. In the performance of the heavier duties of his higher office he will be assisted by Lady Samuel, who is one of the kindest and most charitable of the wealthy and exclusive circle in which they move. Sir Marcus and Lady Samuel, like their friends, Sir Faudel and Lady Phillips, who were in office in the jubilee year, should do much to increase the confidence which city men have in the public honor and business capacity of quite a number of the city fathers of the Jewish persuasion. We are sure that oil men at home and abroad will consider that Sir Marcus has brought honor to the business by earning his election to the highest civic post in the country.

The Shell Company, of which Sir Marcus is the head, is under contract with the J. M. Guffey Petroleum Company to handle all of the latter corporation's export oil. The great tank steamers, Pinna and Cardium, which load at Port Arthur, are of the Shell fleet.

Mr. Boyce, representative for the Riter-Conley company at Port Arthur, Tex., contractors for the large Burt and Guffey Refineries, returned with his bride from their wedding trip several days ago. Mr. Boyce married a Minneapolis young lady two weeks ago.

Occasionally when several of Beaumont's oil men get together at the Oaks hotel, it may truthfully be said that they constitute a Lively, Jolly, Bright, Sharp crowd. Mr. D. O. Lively represents R. L. Cox & Co., Beaumont; Mr. J. W. Jolly represents J. M. Guffey Petroleum company; Mr. J. H. Bright represents Bright & Co.; Mr. W. B. Sharp represents Sharp & Prather.

See Page Fifteen.

(Advertisement.)

Dining Cars
ON
IRON MOUNTAIN ROUTE

Meals served a la carte on trains from Texas to Memphis, St. Louis and intermediate points.

ELECTRIC LIGHTS AND FANS
ON
DINING AND SLEEPING CARS.

THE ONLY LINE
FROM
TEXAS
TO THE
NORTH and EAST
WITH
DINING CAR SERVICE.

J. C. LEWIS, TRAVELING PASS'R AGENT, AUSTIN, TEX.

H. C. TOWNSEND, GEN'L PASS'R AND TICKET AGENT, ST. LOUIS.

(Advertisement.) (Advertisement.) (Advertisement.)

HEYWOOD BROS. TRANSPORTATION CO.

OIL CARRYING BARGE NO. 100. LOADING FROM PIPE LINE.

ONE OF THE FLEET of oil-carrying barges, steamers and tugs, thirty in all—owned and operated by HEYWOOD BROS. TRANSPORTATION COMPANY on the Mermentau river and its tributaries. Heywood Bros. Transportation Company is earning at the rate of 18 per cent. per annum, net, on its capital, $100,000. Ten thousand shares of treasury stock of the par value of $1 remain for public subscription. Special inducements to shareholders in other Heywood companies. Address remittances and communications to HOLLAND S. REAVIS, General Agent, Beaumont, Texas.

BEAUMONT NOTES.

A stockholders meeting was called by C. H. Moore and Underwood Nazro, president and secretary respectively of the National Oil & Pipe Line Company, to be held at the company's home office in Beaumont, Oct. 23.

The proposal before the meeting involved the issuing of $475,000 in bonds of the company with which to pay the claims of E. H. Adams and wife, and to settle the claims of Annie E. Snow, and all others clouding the title to the property known as Block 23, Spindle Top Heights, owned by the company; also the debt to the Texas Western Oil Company.

The motion to issue the bonds carried. The election of a new board will be held early in November.

The property involved in the claims settled by the bond issue is Block 23, Spindle Top Heights. This tract passed successively as a lease subject to a one-eighth royalty from E. H. Adams and wife to Messrs. Beatty & Templeton, then to the Texas Western Oil Company, then to the National Oil and Pipe Line Company.

The National Company purchased the lease for $350,000 and other valuable considerations and up to the issue of the bond issue, had paid $125,000 on the debt. Ex-Governor Hogg, et al, purchased a one-third interest in Adams title and H. Masterson purchased the remaining two-thirds of Adams' holdings some time later. Governor Hogg and Adams afterward brought suit, contending that the life of the lease of mineral rights was but one year and that it had expired, leaving them the owners of all rights in the property. This contention is settled by their taking a block of the bonds amounting to $250,000 from which Gov. Hogg agrees, for the Hogg-Swayne syndicate, to cancel the Annie E. Snow claim which the Hogg-Swayne Syndicate acquired by purchase.

The Snow claim has become famous and has clouded many Spindle Top titles aside from the National's lease.

This settlement relieves the National Oil & Pipe Line Company of all claims effecting its property which it now owns in fee simple.

RECOMMENDS FUEL OIL.

Engineer in Chief George Melville, has submitted to the Secretary of the United States navy his report covering exhaustive experiments conducted by the Engineering Board for the purpose of determining the value of oil as fuel in the navy, compared to coal.

The results of the Board's investigations into the subject are summed up in the following conclusions:

A. That oil can be burned in a very uniform manner.

B. That the evaporative efficiency of nearly every kind of oil per pound of combustible nature is probably the same. While the crude oil may be rich in hydrocarbons it also contains sulphur, so that after refining the distilled oil has probably the same calorific value as the crude product.

C. That a marine steam generator can be forced to as even a high degree with oil as with coal.

D. That up to the present time no ill effects have been shown upon the boiler.

E. That the firemen are disposed to favor oil and therefore no impediment will be met in this respect.

F. That the air requisite for combustion should be heated, if possible, before entering the furnace. Such action undoubtedly assists the gasification of the oil product.

Such a report as this from the Government's Chief Engineer is a tremendous recommendation of oil for fuel uses, and it will attract attention to the advantages of fuel petroleum in all lines of industry, coming as it does from one of the highest authorities in the land.

The Board advocates the installation of oil burners on at least one third of the torpedo boats and destroyers of the United States Navy. The superiority of oil over coal is not confessed in so many words, but a careful perusal of the report will show a pronounced leaning toward the new liquid fuel. It is declared by the Board to be especially desirable for shore plants, where storing facilities are easily provided. The Board touches on the possible danger which would accompany the storing of oil on board ship, resulting from the fumes and gases that might be generated, but does not consider this a sufficient drawback to prevent the use of fuel oil.

Such a liberal recommendation of the new fuel, which will be supplied almost entirely from the new fields of Texas and Louisiana and fields of California, is a great victory for oil. In recommending an innovation involving a complete change from solid to liquid fuel, the Engineering Board well knows the great influences which will combat the carrying out of its suggestions. The coal interests will not gaze idly on. Opposition from this quarter may be expected and no doubt will appear.

It would seem to be a good time for independent producers to go to the front for naval contracts. The Standard Oil Company is the only corporation prepared to transport oil to government stations. With wider use of fuel petroleum it is not improbable that the government would install its own tankers. The cost of transportation to commercial and maratime centers is touched upon in the report and is regarded there as a possible obstacle to the adoption of fuel oil.

NEW USE FOR GUSHERS.

Demon: I have to announce that a great oil gusher has been struck in the bottomless pit.

Superintendent: Good! Now we will have something in which to boil these fake oil well promoters. —New York Life.

A curiosity in the way of a market letter has been received in Beaumont. It contains in the neighborhood of five thousand words—is eight inches wide by three feet long and closely printed on both sides. One thing has been overlooked—a curtain roller attachment should accompany the letter for convenience in carrying and reading.

See Page Fifteen.

(Advertisement.) (Advertisement.)

DIVIDEND OIL STOCKS CABLE: "SCURLOCK" FUEL OIL BROKERS

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N. B. See page 5, this paper, to gain an idea of the power of an Export well.

ANNOUNCEMENT

Being of Interest to Subscribers to the OIL INVESTORS' JOURNAL, and to Holders of Stock in Texas and Louisiana Oil Companies.

AFTER December 1, 1902, the Free Reports on Companies operating in the Texas and Louisiana Oil Fields will be discontinued. Subscribers to the JOURNAL who have not taken advantage of the proposition made by this paper to furnish confidential reports to subscribers, free of cost, are urged to forward their inquiries before the date named. No charge will be made for reports furnished to subscribers up to December 1. Those who subscribe for the JOURNAL before December 1 will be entitled to free reports on the companies in which they hold stock; or those in which they contemplate purchasing shares. Inquiries, however, must be dated not later than December 1, and must be accompanied by stamped and addressed envelope for reply.

After December 1 the JOURNAL will refer all requests for reports on companies to

THE INVESTORS' AGENCY

This Agency is now being organized. Its sole purpose will be to gather reliable information concerning the oil companies operating in the Texas and Louisiana fields. Mr. A. D. Childress, Secretary of the Beaumont Oil Exchange and Board of Trade, will preside over the agency. His close association with the oil industry and the large business interests of Beaumont qualifies him especially for this position.

A charge of $5 will be made for each report furnished by THE INVESTOR'S AGENCY, and the payment of this sum will entitle the remitter to a year's subscription to the OIL INVESTORS' JOURNAL, in addition to the report requested.

A year's membership in THE INVESTOR'S AGENCY will cost $25. Payment of this sum will entitle the remitter to ten reports, and ten subscriptions for one year each to the OIL INVESTORS' JOURNAL, the paper to be sent to whomever the remitter shall designate.

THE INVESTORS' AGENCY will furnish the most complete and reliable reports obtainable on companies operating in the Texas and Louisiana oil fields.

Corespondence is invited. Address

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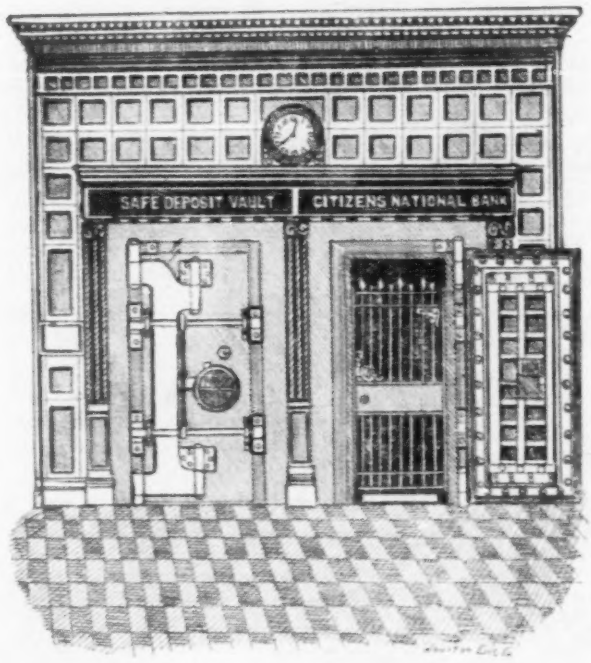

COMPARATIVE STATEMENT

Open for Business May 31st, 1901

DEPOSITS

July 15, 1901, - $3[illegible],253.57
September 30, 1901, 4[illegible],078.61
December 10, 1901, 5[illegible],062.81
July 16, 1902, - 8[illegible],542.79

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